

OXC 2918
Copy 6 of 6
22 JAN 1962

MEMORANDUM FOR THE RECORD

SUBJECT: Status Report on OXCART - Western Suppliers and Operations

1. A-12 Mfg. Status

a. The sheet metal portions of the aircraft were all assembled on 2 January 1962 for photographs. The aircraft is essentially complete except for some installations and tank sealing.

b. The left hand engine has been installed and the right is being readied for installation. It should be in by the end of this week.

c. Tank sealing is still one of the biggest obstacles to completion of the aircraft. Other materials and sources are being investigated. The operating requirements for the sealer are 10 psi maximum limit load at 500° F.

d. Have discussed the destruction mechanism with Kelly and he feels that no matter how thoroughly the aircraft is blown up there will still be identifiable parts. However, he feels it should be done and that the cost will be reasonable.

e. The hot pressing of parts is still proving costly and slow and is one of the determining factors in the delivery schedule.

f. The static test airframe is being installed in the test jig. However, the nacelle is three or four weeks off and the airframe assembly cannot be completed until this is installed.

g. The #2 airframe is in assembly in the "A" and "B" jigs. However, the second "B" jig is unused at the moment and the second "A" jig has been transferred to the new building where it is still covered with canvas and consequently unused. There is also no work underway on nacelles for #2 and since this is a long lead time item I feel this is a serious condition.

h. The AR parts for #2 are coming along in the plastics shop, but all loadings are based on the 1/8 scale information. A meeting was held on 12 January to settle on the spike design. It was determined to let ease of fabrication be the determining factor in assembly rather than the ability to rework the spikes on down the line. It appears at

DOCUMENT NO. 149
ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 10/10/02 BY 10047

SECRET

OXC 2918
Copy 6 of 6
Page 2

this time that it will be less costly to build one than to attempt to rework one AR-wise.

i. Pre-flight tests and checks will be started at Burbank as soon as the engine installations are complete. Some proof loading and shaking of the #1 aircraft will be done prior to first flight since the static test program will not be far enough along to help at that time.

j. The ARC-50 installation must go into the nose because of size and weight limitations. It is being combined with the single side band receiver in a compact package. There are no real problems on the installation, only minor structural changes. The present air conditioning and pressurization equipment is adequate to handle the additional load without modification. Quotations on costs and weights for the modification are being prepared for forwarding by the 15th of January. It does look at this time that the change will cause a weight penalty of 250 pounds, although they have had difficulty in showing me why so much. They are apparently being conservatively safe.

k. LAC is conducting a short indoctrination school for [redacted] from Headquarters during the week of January 15 - 19.

l. The parachute drop test program is proceeding at El Centro, but has been hampered somewhat by weather. The release catch mentioned by [redacted] at the last meeting is being redesigned.

m. The cockpit, "Q" bay, and "E" bay are all fairly complete on #1.

n. LAC is approximately doubling the size of the AF-12 mach up area and have a sizeable crew on this project at all times.

o. I have checked the new building (84) and find the security to be good, similar to present building. At present, the only work going on there is some AF template layout. The "A" jigs, as mentioned before, are standing idle. The plan is now to move all A, AF, and AB work to this new building and build an adjoining engineering building to house all engineering for the three programs plus Kelly's office and staff offices.

QXC 2918
Copy 6 of 6
Page 3

p. I have been independently computing some take-off and landing distances and checking them with LAC personnel and find that there is some justification for [] concern for the runway length. []

q. The present weight, empty, after weighing most of the components, is still being quoted at [] with the original J-58 weight. This will change in accordance with the J-58 final weight.

r. The consensus of opinion at LAC is that the delivery of #1 aircraft has now slipped to 15 February at the earliest. I personally feel that it will move [] between the 15th and the 28th of February.

s. The controversy over parking and maintaining the Constellation [] has been settled amicably. It will load and unload passengers and be parked on the concrete ramp beside the hangars for the next six months, as a trial run only. This compromise has satisfied both sides.

2. Minneapolis-Honeywell

a. Auto-pilot

The #1 system has been checked out [] and is now installed in the first vehicle.

b. DMS

The #1 system is in the first vehicle. #2 and #3 systems are scheduled for delivery in January. Minneapolis-Honeywell is now preparing a change in the system to provide 1) self-contained capability (elimination of ground carts), 2) repackaging of digital computer, 3) something they refer to as "system integration", and 4) a series of value engineering studies which appear to be a fancy title for up-grading, redesign, and quality control. They are also now trying to sell a flight data processor and recorder which is quite expensive. I feel that all these items are attempts to get more business into the Florida facility.

SECRET

oxc 2918
copy 6 of 6
Page 4

c. Stability Augmentation

25X1A The latest hydraulic system transfer valves manufactured by [] do not meet specification requirements. They continue to have too great a null shift at higher temperatures. They will function satisfactorily at the J-75 operating conditions.

25X1 In view of this continuing problem LAC is contracting three new suppliers, [] They feel at this moment that [] is the best bet with delivery in 4 to 5 months which will be satisfactory considering the J-58 delivery situation.

In regard to the problem of the lateral control system servos getting out of synchronization due to a difference in length of stroke, LAC has solved this by putting a 1/2 inch spacer in each of the long servos, thus shortening the stroke so that it is the same as the other pair. This is a satisfactory fix for the moment, but the synchronization program will be gone over for a better solution to the problem.

3. Firevel

a. LAC still claims that Firevel's quality control is unsatisfactory.

b. The pilots' suit and controls are satisfactory.

c. The oxygen bottles are still in work and have not passed qualification yet.

d. The ground support equipment has been shipped [] although I have no reports on its arrival.

25X1A

4. Eastman Kodak

25X1A The Eastman Kodak personnel have about finished the installation of processing equipment [] and will return to Rochester until needed. It does not appear that any processing services will be required before March 1 at the very earliest.

As could be seen at the January suppliers' meeting, the Eastman Kodak camera is performing in a satisfactory manner.

SECRET


25X1D

Approved For Release 2002/10/30 : CIA-RDP81B00879R001000070168-3

Approved For Release 2002/10/30 : CIA-RDP81B00879R001000070168-3

OXC 2918
Copy 6 of 6
Page 6

d. All initiative on the program is still being supplied by LAC.


Engineering Consultant
DB/DPD

25X1A

NEN:DB/DPD:haj (19 January 1962)

Distribution:

Copy #1 - DD/P
2 - AC/DPD
3 - C/DB/DPD
4 - SA/TA/DPD
5 - DB/DPD
6 - RI/DPD